

Funeral Train Route

DRAWER 15

SERVICES ENROUTE

71 2009.08.03 76



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The Assassination of Abraham Lincoln

Funeral Train Route

Excerpts from newspapers and other
sources

From the files of the
Lincoln Financial Foundation Collection

60 YEARS AGO TODAY

APRIL 19, 1865.

SPRINGFIELD.—Maj. Gen. Hooker ordered twenty-one minute guns to be fired at the state arsenal today at noon, the time set for the funeral services for President Lincoln in Washington. Information here is that Gov. Oglesby with the body of Mr. Lincoln will start for Illinois immediately after the Washington services, coming through Baltimore, Philadelphia, New York, Albany, Buffalo, Toledo, and Chicago. The committee on local arrangements is composed of J. C. Conkling, Sharon Tyndale, and O. H. Miner.

WASHINGTON.—It is reported that the assassin who stabbed Secretary of State Seward has been arrested. It is certain that one of the assassins—probably Surratt—has been taken. Samuel Mattam of Hookstown, Md., who wrote the letter found in J. Wilkes Booth's trunk, signed "Sam," has been arrested. It is reported that Booth is surrounded in a nearby Maryland county.

WASHINGTON. — Mrs. Lincoln is very ill from the shock of the assassination of the President. Every train is bringing crowds to Washington for the funeral.

60 YEARS AGO TODAY

APRIL 22, 1865.

CHICAGO.—The program for bringing President Lincoln's body to Springfield has been issued. The railroads over which it will pass have been declared military roads subject to the order of the war department, and Brig. Gen. McCullum has charge of the train, which left Washington at 8 a. m. yesterday (April 20) and stopped at Baltimore and Harrisburg. It leaves Harrisburg at midnight tonight, and will remain in Philadelphia until Monday morning, April 24, when it will go on to New York, remaining there until Tuesday afternoon. Stops will be made at Albany, Buffalo, Toledo, Cleveland, Columbus, and Indianapolis, the train reaching Chicago at 11 a. m., May 1, remaining here until the next evening at 9:30. The journey will terminate at Springfield on May 3, at 8 a. m. At each stop the body will be removed from the hearse car to give the public an opportunity to pay its tribute. A committee of 100 Chicagoans will meet the body at Michigan City and escort it to Park Row station. From there it will be taken to the rotunda of the city hall, where it will lie in state during the time it is in Chicago.

WASHINGTON.—The several state delegations continue to call on President Andrew Johnson, assuring him of their cordial support of his administration and expressing hope for the future.

THE PRESIDENT'S FUNERAL.

Programme of the Route to Springfield.

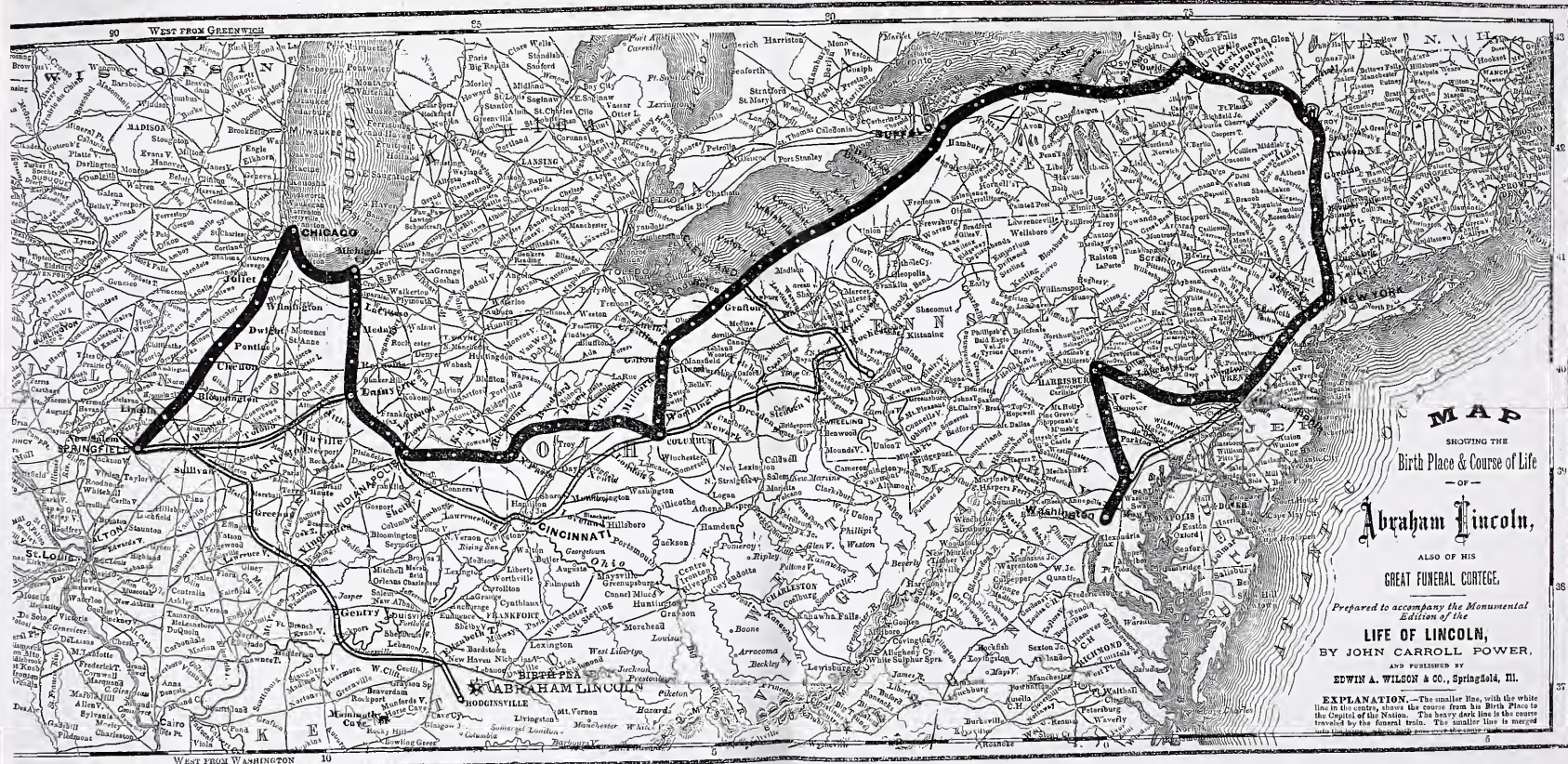
Washington, 18th. The programme for transportation of President Lincoln's remains from Washington has been issued. The railroads over which the remains will pass are declared military roads, subject to the order of the War Department, and railroads, locomotives, cars and engines engaged on said transportation will be subject to the military control of Brig.-General McCullum. No person will be allowed to be transported on the cars constituting the funeral train, save those who are specially authorized by the orders of the War Department. The funeral train will not exceed nine cars, including the baggage and hearse cars, which will proceed over the whole route from Washington to Springfield.

The remains will leave Washington at 8 A. M. of Friday, 21st; will arrive at Baltimore at 10; leave Baltimore at 3 P. M.; arrive at Harrisburg at 8 30 P. M.; leave Harrisburg 12 M., 22d; arrive at Philadelphia at 6 30 P. M.; leave Philadelphia at 4 A. M. 24th; arrive at New York at 10; leave New York 4 P. M., 25th; arrive at Albany 11 P. M.; leave Albany 4 P. M., 26th; arrive at Buffalo 7 A. M., 27th; leave Buffalo at 10 minutes past 10 same day; arrive at Cleveland at 7 A. M., 28th; leave Cleveland at midnight same day; arrive at Columbus at 7 A. M., 29th; leave Columbus 8 P. M. same day; arrive at Indianapolis 7 A. M., 30th; leave Indianapolis at midnight same day; arrive at Chicago at 11 A. M., May 1st; leave Chicago 9 30 P. M., 2d; arrive at Springfield at 8 A. M., 3d.

At various points on the route, where the remains are to be taken from the hearse car by State or municipal authorities to receive public honors, according to the aforesaid programme, the authorities will make such arrangements as may be fitting and appropriate to the occasion under the direction of the Military department of the division, Department or District; but the remains will continue always under the special charge of the officers and escort assigned by the War Department.

The route from Columbus to Indianapolis is via the Columbus and Indianapolis Central Railway, and from Indianapolis to Chicago via Lafayette and Michigan City. In order to guard against accidents, the train will not run faster than twenty miles per hour.

— This funeral of Mr. Lincoln is something to be remembered for a cycle. It caps all eulogy upon his life and services, and was, without exception, the most representative, spontaneous, and remarkable testimonial ever rendered to the remains of an American citizen.





LINCOLN LORE

No. 109

FORT WAYNE, INDIANA

May 11, 1931

LINCOLN LORE

BULLETIN OF
THE LINCOLN
HISTORICAL
RESEARCH
FOUNDATION



ENDOWED BY
THE LINCOLN
NATIONAL LIFE
INSURANCE
COMPANY

Dr. Louis A. Warren

Editor

FUNERAL CORTEGE OF ABRAHAM LINCOLN

The rededication of the Lincoln monument, at Springfield, which will occur on June 17, with President and Mrs. Hoover as guests of honor, recalls the funeral rites of the martyred Emancipator. In the atmosphere of Memorial Day this number is sent forth.

The obsequies of Abraham Lincoln have gone down in the annals of American history as the most elaborate funeral cortege which ever moved among the people.

The death of Abraham Lincoln occurred at 7:22 on the morning of April 15. The body remained in the house opposite Ford's theater, where the friends of Lincoln had taken him immediately after the fatal shooting, until 9:30 when it was removed to the Executive Mansion.

On April 18, at 12:10 p. m., the Rev. Dr. P. D. Gurley spoke the first formal words of a long series of religious ceremonies extending over a period of fifteen days; and it was the same Dr. Gurley who pronounced the benediction in the closing service at Springfield, Illinois, on May 5.

The funeral procession left the White House for the Capitol at 2:00 on the afternoon of April 18, and the casket containing the remains of the president was placed on the catafalque, where it was to lie in state.

On Friday morning, April 21, at 7:40 the funeral cortege started from the Capitol on its long western itinerary. At 10:00 a. m. the special funeral train on the Baltimore and Ohio railroad left Washington for Baltimore, where the body was viewed by "upward of 10,000 persons."

Shortly after three o'clock the funeral train left Baltimore for Harrisburg, where it arrived at 8:30 Friday evening. Here again the body was viewed by many thousands. With Philadelphia as its next destination the train left Harrisburg at 11:00 the following morning.

Upon reaching Philadelphia at 4:30 p. m. the body of the president was removed to Independence Hall, and

placed near the Liberty Bell. Two lines were formed by those who came to view the remains and "by 10 o'clock these lines extended at least three miles." At 4 o'clock the following morning the train bearing the body continued on its journey.

Vast crowds greeted the train when it arrived in Jersey City at 10:00 Monday morning. Here the funeral cortege was transferred to a ferry which conveyed the remains of the president to the city of New York.

Railroads Conveying the Funeral Train

Washington to Baltimore,
Baltimore & Ohio.

Baltimore to Harrisburg,
Northern Central Railway.

Harrisburg to Jersey City,
Pennsylvania Railroad.

Jersey City to New York,
Ferry boat, New York.

New York to Albany,
Hudson River Railroad.

Albany to Cleveland,
New York Central Railroad.

Cleveland to Columbus,
Cleveland, Columbus & Cin-
cinnati Railroad.

Columbus to Indianapolis,
Columbus & Indiana Central
Railroad.

Indianapolis to Chicago,
Lafayette & Indianapolis
Railroad,
Louisville, New Albany &
Chicago,
Michigan Central.

Chicago to Springfield,
Chicago & Alton.

On the steps of the city hall were 1000 German singers, who sang a requiem as the body of the president was brought within the edifice where it was to lie in state. Fifty thousand people are said to have marched in the funeral procession from the city hall to the depot.

It is impossible to estimate the number of people who viewed the body of the president in New York City; and at Albany, the next point where the body of the president was viewed, many more thousands of the people of New York state paid their respects to the martyred president.

On Friday, April 28, at 7:00 a. m., the train reached Buffalo, where the body of the president was viewed in St. James Hall all day long, and "where the throng was immense." The funeral train left Buffalo at 10:00 p. m.

Cleveland was reached Friday at 7:00 a. m. Here a building had been erected especially to receive the catafalque. It was so conveniently arranged that "180 people per minute" could see the remains and they continued at that average throughout the day.

On the following morning at 7:30 the cortege reached Columbus. Here the rotunda of the capitol was used in which to erect the catafalque, and by the body of the president for seven hours passed steady streams of people. At 8:00 p. m. the remains were again placed aboard the funeral train.

Indianapolis greeted the cortege at 7:00 a. m. on Sunday. Here, as in Columbus, the state capitol was used as a temporary resting place for the remains. Delegations from many states were assembled here, one delegation being headed by the Governor of Kentucky. All day long a stream of humanity passed by the bier where the president lay.

The funeral train leaving Indianapolis at midnight, arrived in Chicago at 11:00 a. m. on May first, now having covered 15,000 miles since leaving Washington. From 6:00 Monday night until 7:00 Tuesday night thousands of people passed through the Court House to view the body.

About daylight on the morning of May 3 the destination of the procession was reached. Here the body was removed from the train to the state capitol where it was to be viewed by Lincoln's neighbors and friends of many years. For more than twenty-four hours, even through the night, they came to pay tribute to his memory.

At 11:00 a. m. on May 4, the last of the many funeral processions was formed and it was soon proceeding to Oak Ridge Cemetery, where the last rites were said and the body deposited in its temporary resting place in the vault.

In the closing address of the series of eulogies which had been spoken by many prominent men, since the body had left Washington, Bishop Simpson said at this closing service:

"Far more have gazed on the face of the departed than ever looked upon the face of any other departed man."

Note: The above sketch is based on the notes made by one of the members of the group, accompanying the body from Washington to Springfield, Illinois.

STARKE COUNTY REPUBLICAN

KNOX, INDIANA

June 4, 1935

R. Gerald McMurtry
Librarian
Lincoln National Life Foundation
Fort Wayne, Indiana

Dear Sir:

Thank you for your kindness in sending me a photostat copy of the clipping from the Indianapolis Journal which you believed stated the train carrying Lincoln's body stopped at San Pierre, Ind., and that two thousand people gathered there, as stated in Lincoln Lore Bulletin No. 272.

While in Indianapolis last week-end I examined the files of the Journal in the archive room of the state library and found that the name torn away is Westville, and the stop was made at 7:40 o'clock. The date written on the photostat copy is May 2, 1865. That also is in error, the actual date being May 3, 1865. The stops were Francisville at 5:45 a. m., Lucerne at 6:25 a. m., Westville at 7:40 a. m. and La Croix at 7:50. Bulletin No 272, or course, errors in stating that the train stopped at LaCrosse, since examination of any map will show that Westville is north of LaCrosse.

I examined all the available maps in the library which were published around 1865 but could find no towns such as Lucerne or La Croix. I regret however, that I did not have time to look at the files of any other newspapers to see if a stop was ~~not~~ really made at San Pierre. I intend to as soon as possible and will inform you if after all Bulletin No. 272 is not at least partly right with reference to the train passing through this county.

Thank you again for your kindness in the past. I hope the above information will be of service to you.

Very truly yours,

Howard Steele

STARK COUNTY, IOWA

1880

1881

1882

1883

1884

1885

1886

1887

1888

1889

1890

Compiled by
Frank W. Cornell
4955 Creek Road
Pewaukee, N.Y. 14092

RAILROADS over which ABRAHAM LINCOLN'S FUNERAL TRAIN traveled enroute
from Washington, D.C. to Springfield, Illinois

April 21, 1865 to May 3, 1865

Washington, D.C. to Baltimore, Maryland	Baltimore & Ohio Railroad
Engine.....	Pilot Engine.....

Baltimore, Maryland to Harrisburg, Penn.	The Northern Central Railway
Engine.....	Pilot Engine.....

Harrisburg, Pa. to Philadelphia, Pa.	Pennsylvania Railroad
Engine.....No. 331	Pilot Engine.....N. 286

Philadelphia, Pa. to Trenton, New Jersey	Philadelphia & Trenton R.R.
*** Engine.....	Pilot Engine.....

Trenton, N.J. to New Brunswick, N.J.	Camden & Amboy Railroad
*** Engine.....	Pilot Engine.....

New Brunswick, N.J. to Jersey City, N.J.	New Jersey Railroad and Transportation Company
*** Engine.....	Pilot Engine.....

Jersey City to New York City, N.Y.	Desbrosses Street Ferry
Ferry (casket).....	Ferry Coach.....

*** Affiliates of the Pennsylvania Railroad

New York City, N.Y. to East Albany, N.Y. The Hudson River Railroad
Engine.....The UNION Pilot Engine.....

Casket taken across Hudson River to Albany on Ferry Boat.

Ferry Boat.....

East Albany, N.Y. to Troy, N.Y. Greenbush & Troy Railroad
** Engine..... Pilot Engine.....

Troy, N.Y. (Trestle across Hudson) Schenecedy & Troy Railroad
*** Engine..... Pilot Engine.....

Troy, N.Y. to Albany, N.Y. Troy & Albany Railroad
*** Engine..... Pilot Engine.....

* Albany, N.Y. to Buffalo, N.Y. New York Central Railroad
Engine...Dean Richmond Pilot Engine.....

Buffalo, N.Y. to Penn. State Line Buffalo & State Line Railroad
Engine..... Pilot Engine.....

State Line to Erie, Pa. Erie & North East Railroad
Engine..... Pilot Engine.....

* Erie, Pa. to Cleveland, Ohio Cleveland & Erie Railroad
Engine..... Pilot Engine.....

** Affiliate of Vermont Central Railroad
*** Affiliate of New York Central Railroad



Cleveland, Ohio to Columbus, Ohio

Cleveland, Columbus & Cincinnati
Railroad.

Engine.....NASHVILLE

Pilot Engine.....

Columbus, Ohio to Indianapolis, Ind.

Indian Central Railroad

Engine.....

Pilot Engine.....

Indianapolis, Ind. to Lafayette, Ind.

Indianapolis & Lafayette Railroad

Engine.....

Pilot Engine.....

Lafayette, Ind. to to Michigan City, Ind.

Louisville, New Albany & Chicago
Railroad

Engine.....

Pilot Engine.....

Michigan City, Ind. to Chicago, Illinois

Michigan Central Railroad

Engine.....RANGER.....

Pilot Engine..FRANK VANVALKENBURG



Chicago, Ill. to Springfield, Ill.

Chicago, Alton & St. Louis Railroad

Engine.....

Pilot Engine.....

*** *

*** Have Copy of timetable of the railroad

Additional Information:

From Cleveland to Erie.....Cleveland, Painesville & Erie Railroad is referred to by some writers....but have a photostat of funeral train timetable of this section of the route and it is The Cleveland & Erie Railroad.

Columbus to Indianapolis.....Indiana Central Railroad....some of the historians mention Great Western Railway?????????

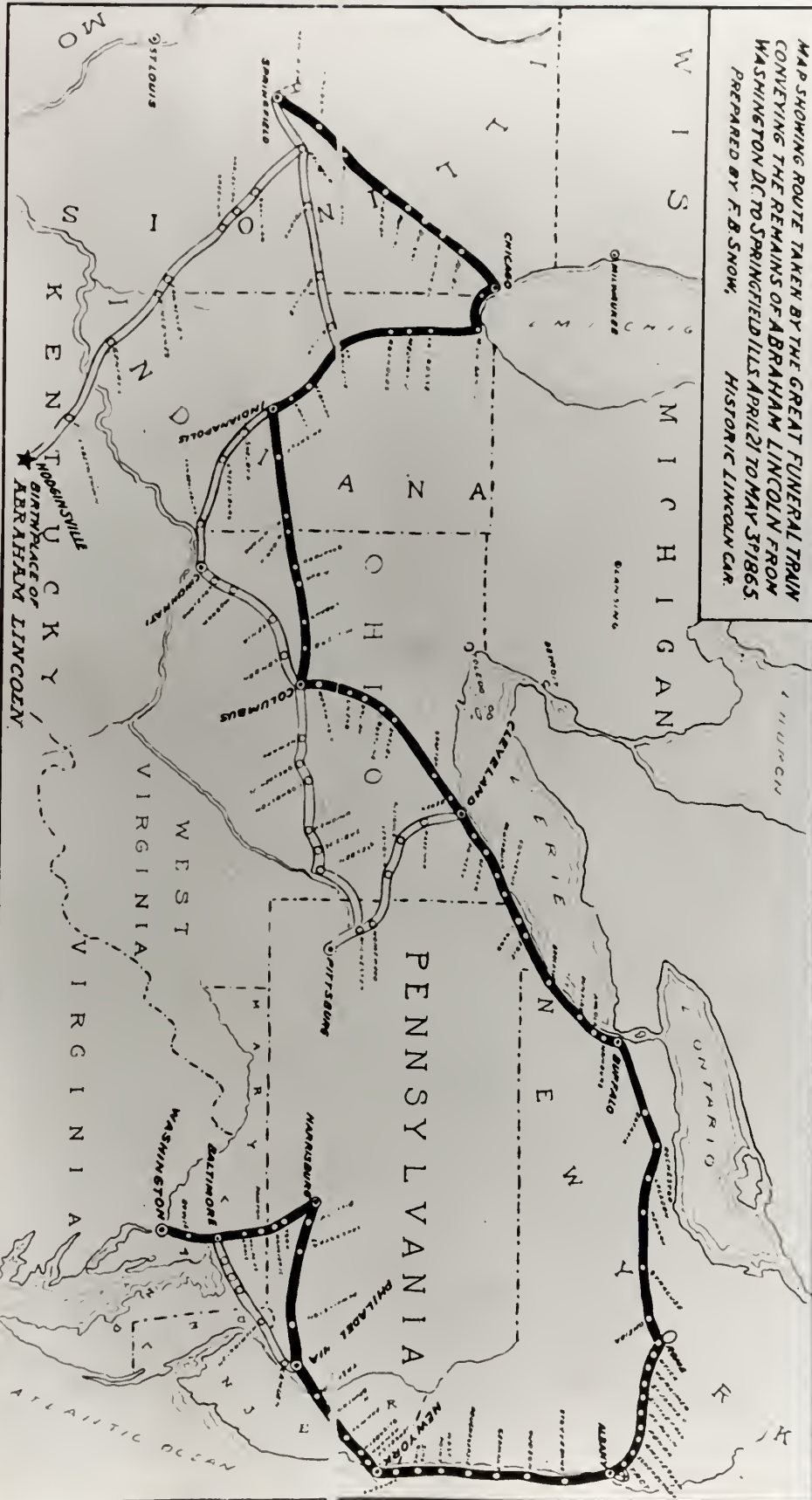
From East Albany to Troy.....then on to North Troy (Lansingburgh) where it crossed the old 1804 Lansingburgh-Waterford covered bridge which was used by both highway and railroad traffic for years. In the City of Troy the Troy Union Railroad Co. handled the train...to Green Island. Green Island to Waterford the Rensselaer & Saratoga Railroad took over on its own right-away. Waterford Junction to Albany over the tracks of the Albany & Vermont Railroad leased to the Rensselaer & Saratoga Railroad.

Letter from Illinois Central claims that train traveled over their lines in Chicago. From Michigan Central to the Chicago, Alton & St. Louis Railroad.

Train arrived in Springfield at the Great Western Railway Station so maybe it traveled on the tracks of the line. ?r?????????

*****In the process of getting copies of the timetables of the different railroads and in due process of eliminating the names of roads will be clarified. Hope so.

MAP SHOWING ROUTE TAKEN BY THE GREAT FUNERAL TRAIN
CONVEYING THE REMAINS OF ABRAHAM LINCOLN FROM
WASHINGTON DC TO SPRINGFIELD ILLS APRIL 21 TO MAY 31/1865
PREPARED BY F.B. SNOW. HISTORIC LINCOLN CAR.



The star shows where Mr. Lincoln was born Feb. 12th, 1809. The light parallel lines running to Springfield shows the route taken in drilling to that city. Those running East and merging into the heavy black line in places shows his famous inauguration trip to Washington in Feb. 1861. The heavy black line shows route of the Funeral Train a distance of 1,662 miles.

389

Lincoln's Last Train Ride--13 Sad Days

A Nation

Wept as He Passed

BY HARVARD K. LEITER

At 8 a.m. that rain-soaked April morning a black-drawn train creased out of the Baltimore and Ohio depot in Washington, D.C.

Ahead of it stretched a teal velvet

1650 mile, 13-day

its task—to carry the body of President Abraham Lincoln home to Springfield, Ill. For six days, since his death on April 15, 1865, the morning after his assassination by John Wilkes Booth, the capital had mourned the President.

For the next 13 days, Lincoln's body was carried from city to city in a heart-breaking land's end author of that day's woes.

LINCOLN'S coffin and one containing the remains of his son, Willie, who had died in the White House in February, 1865 were placed in the ornate Presidential car.

The windows, doors and



even the furniture was draped in black velvet and studded in silver rosettes and fringe.

A military guard of honor traveled in the adjoining car and Congressmen, federal and state officials packed into the seven other cars that made up the official funeral train.

THE TRAIN halted briefly at Annapolis Junction to pick up Gov. Bradford of Maryland, waiting with him were a crowd of weeping women—wearing black and carrying floral tributes.

They seemed to set the pattern for the remainder

Lincoln's funeral car: All along the line, the people wept.

of the journey—everywhere were mourning women.

Thousands lined the tracks as the train passed slowly through towns and villages. They packed the stations at official stops. In cities where his body lay in state in a public building, women who filed past vastly outnumbered the men.

IN HARRISBURG, thousands passed the presidential bier although it remained in the Exchange building there only 1½ hours. At Independence Hall in Philadelphia it took five hours for the line to pass Lincoln's coffin.

New York City, scene of some of the worst anti-Lincoln riots earlier in the war, turned out en masse to pay its final respects.

It was the same elsewhere, Albany, Buffalo, Cleveland, Columbus, Indianapolis, Chicago and hundreds of little towns in between.

THE RAILROADS over whose tracks the train traveled provided the flag-draped locomotive. Frequently the railroad's general superintendent or another top official was at its controls.

The Union took over the train at Lafayette, Ind., at

3:35 a.m. May 2, 1865, for its run to Michigan City.

All other Monon trains were kept off the tracks between 3:25 a.m. and 10:50 a.m. when the funeral train reached Michigan City.

THE ENGINEERMAN on the funeral train was under special orders to toll the locomotive bell as it passed through stations at five miles an hour. At Michigan City a special memorial arch was constructed at the station where the Monon's sad journey ended.

THE MICHIGAN Central

took the Lincoln funeral train from Michigan City to Chicago where another memorial arch had been erected at Park Row station.

General Joseph Hooker, on horseback, led the great cortege from the station, along the lakefront to the Court House where Lincoln's body lay in state in the rotunda.

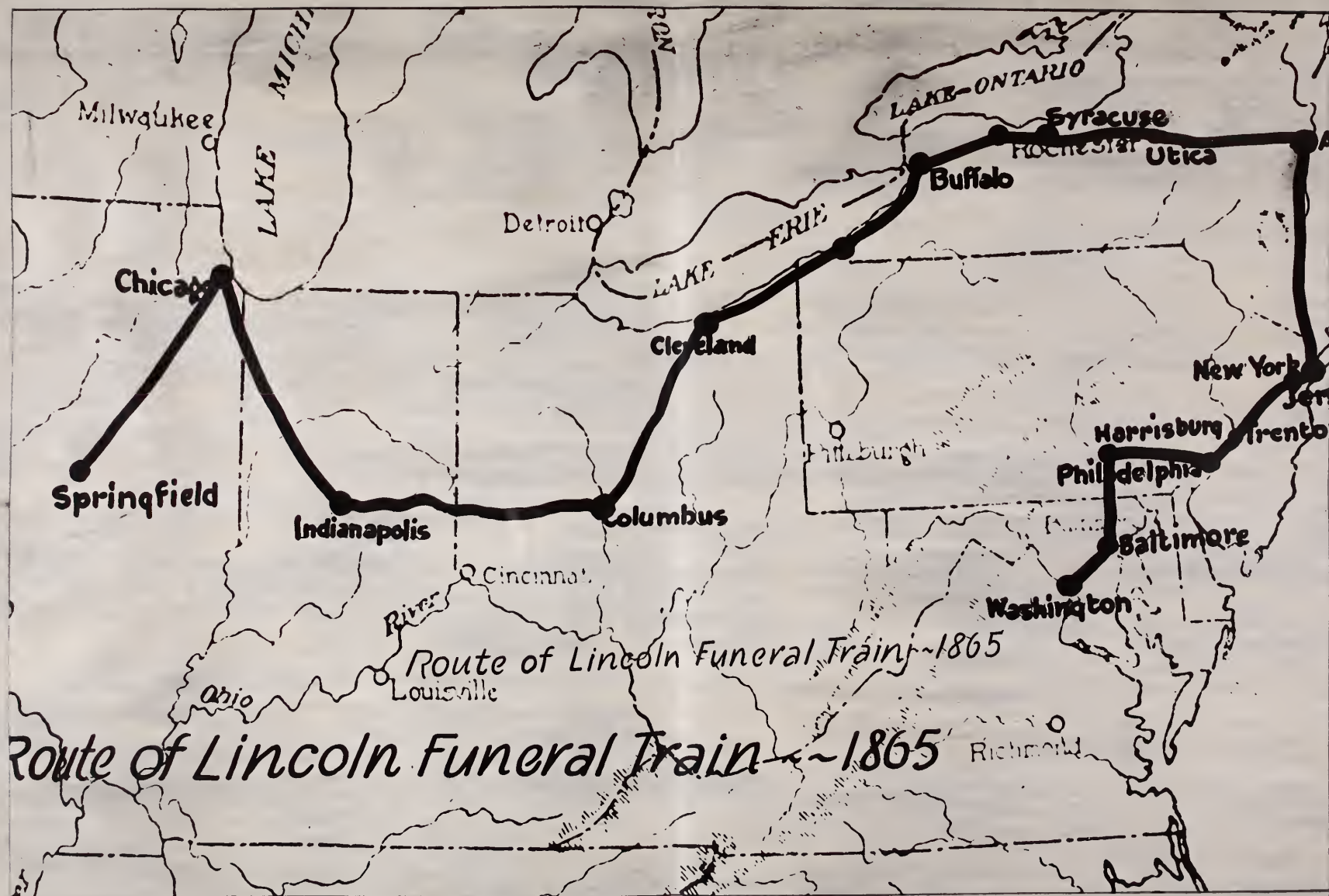
Some 7,000 persons an hour passed through the rotunda. And thousands more, carrying torches, escorted the body to the St. Louis and Alton station for the final leg of its journey home.

As the train moved through the Illinois night, hundreds of people waited in the light of giant bonfires beside the tracks for it to pass.

IN A NUMBER of small communities the roar of a small cannon saluting the dead president shattered the stillness.

The train—bell clanging mournfully—crept into the Springfield station at 9 a.m. May 3, 1865. The president's body was removed to the black-draped Statehouse. The following day—20 days after Booth had sent a bullet crashing into the President's brain—Lincoln was buried in Oak Ridge cemetery alongside his son, Willie.





Funeral Train Rate

DRAWER 15

SERVICES CHARGE

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